TO-DAY'S REPUBLIC: The Special Mail Edition Is

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NINETY SECOND YEAR.

ST. LOUIS, MO., SUNDAY, MAY 20, 1900.

TO CONFER ABOUT WORLD'S FAIR.

Local Workers Go to Washington to Hasten the Report on the Pending Measure.

CRITICAL STAGE IS REACHED.

Passage of Bill Before Congress Adjourns for the Summer Is Earnestly Sought-Assurances of Support.

St. Louis men who are working for the Works's Pair will hold a conference at Washington to-morrow on the progress that has been made with the bill now before the special committee of the Lower House of Congress and the efforts that are needed to have the committee report the measure favorably. Ex-Congressman Seth W. Cobb is already on the ground. Early this morning ex-Governor Francis, Mr. C. H. Spencer and ex-Congressman Nathan Frank departed for Washington to join in the consultation. An earnest effort will be made to pursuade the special committee to report the Louislana Purchase Centennial Bill to the House in such shape as the local committees can accept satisfactorily to all interested,

The first rumor which the local workers received was that the committee, while favoring an appropriation, had about decided to reduce the amount of the Lane bill from \$5,000,000 to \$3,000,000. In consequence of this a telegram was sent to Chairman Tawney protesting against the change on several grounds, mainly because it would morally, if not legally, vitiate several subscriptions already made. The blank for the local subscription does not contain a reference to the Government appropriation, making each subscription conditional only on the full amount of \$5,00,000 being subscribed to the local stock fund.
It is, however, generally known that the

Executive and Finance Committee early in the campaign adopted, as a matter of pol-ley, that no fair would be held in St. Louis in 1963 unless at least \$15,99,600 was forthcoming towards the expenses of installing it, the amount to be made up of equal con-tributions by the subscribers, the municipality of St. Louis and the Federal Govern-ment. In correspondence with several large corporations this fact has been cited, and, although to subscription has been accepted except on a uniform blank, a number of signatures have been received on the faith of the declaration of policy already alluded

Subsequent events have not justified the

rumors which reached the World's Fair headquarters and the newspaper offices, instead of being instructed to reduce the amount of the Government appropriation, the subcommittee, of which Congressman Steele of Indiana is chairman, was ap-pointed for the purpose of remodeling the clause so as to make the payment a sub-scription, rather than a donation, in other words, it was designed that the Federal Government should receive in return for its \$5,000,000 its pro rate of profits on the same basis as the local subscribers and the monicipality. This matter was promptly taken up by the local workers, and a carefully worded protest sent to Congressman Bartholdt for presentation to the committee. This was after receiving a telegram from Congressman Joy that he would prabably have to go to Europe. The arcurrent with the protection of the protectio ship have to go to Europe. The argument made against Government participation is that Congress should either be a full partner or not a partner at all. The plan out lined and covered by the Lane bill involves the pledging by Congress of a direct ap-propriation of \$5,000,000, after \$10,000,000 have propriation of \$5,000,000, after \$10,000,000 have been mised and expended to the satisfaction of the Secretary of the Trensury. It is argued that if the appropriation is to be made in the form of an investment, congress should from the first take its one-third of the risk, as well as its one-third of the profits. In other words, it should pay this \$5,000,000 at the same time and at the same rate as the St. Louis suiscribers, and should also join in the guarantee to raise anything in excess of \$15,000,000 that is needed. Information at hand the last day or two, justifies the opinion that Congress would prefer to make a direct appropriation than to go into partnership, and thus establish a new and somewhat remarkable precedent.

would prefer to make a direct appropriation than to go into partnership, and thus establish a new and somewhat remarkable precedent.

The local committees are placed in a somewhat tantalizing position at this juncture. The members are all eagerly anxious to work, and are doing their atmost, by communicating with Congressmen and Somators, urging their support of the bill. Otherwise there is little to be done at this end until definite action is taken on the bill. The communication that Congress will adjourn June 19 or 11, or a few days earlier than had been hoped, has stirred up local enthusiasts to renewed effort. The local feeling was never better or more unanimously in favor of the Fair. No subscriptions to the local fund have been formally reported this week, but wherever an effort has been made to secure subscriptions the results have been more than gratifying.

One group chairman secured from the office the names of 14 monsubscribers, some of whom had been returned by the original canvassers as having definitely refused to contribute. Signatures were obtained in the percentage is maintained when the final local canvass is made it will be a comparatively easy task to run up to and beyond the \$5,000,000 necessary to make all the subscriptions binding. Assurances from Washington are of a character to satisfy the local workers that Congress will, despite the short time remaining, pass the Lane bill before adjourning. In that event there will probably be a mass meeting of citizens and a speedy conclusion of the preliminary work.

Expressions of support and confidence from all over the country are coming in from organizations of every character. A resolution will be introduced at the Travelers' Protective Association Convention next week re-indorsing the project and urging

ers' Protective Association Convention next week re-indorsing the project and urging Congress to take early action on the ap-propriation. Every mail brings to the office of the Executive Committee clippings from the leading pressurance unconditionality the leading newspapers, unconditionally supporting the bill, and although these clippings frequently number 30 and 40 a day, there is nothing in any of them to indicate a suspicion of opposition, or even trailing.

indifference.
Governor Francis yesterday received a communication from Brussels calling attention to Beigian interest in the St. Louis World's Fair, and sending some valuable statistics with reference to international expositions in Europe since the year 18st.

CONGRESS URGED TO ACT.

EPUBLIC SPETIAL. Washington, May 19-The Washington Mirror, the leading society and political weekly of Washington, to-day printed the flowing editorial on the fair: "There is a bill before Congress which

asks for \$5,000,000 for the centennial of the Louistana Purchase in 1903. It should pass. This great nation cannot afford to be niggardly in a matter such as this. gardly in a matter such as this. The cele-bration of the centennial of the Louisiana. orchase is not a local matter; it is a mational affair. The city of St. Louis where the proposed exposition is to be held, has already pledged itself to a guarantee fund of \$10,000,000. This colossal amount shows the sentiment of the people of the great Southwest. As a matter of fact, the na-tion ought to be proud that it possesses a city so public spirited, so generous. claims of St. Louis upon Congress must be recognized. The people demand it. To properly exhibit to the world the magnificent resources of the Southwestern States such an exposition is necessary, is timely, is proper. And this apart from the celebration of the Louisiana Purchase. Let there be no cheese-paring policy in regard to the St. Louis Exposition; the money asked could not be put to a better nurpose.

RETURN OF RUNAWAY ENGLISH BOY.

Visits Father With Wife.



BERNARD J. KOPPEL,

Who ran away from home when 12 years old and changed his name to Albert C. King. Recently he had his former name restored, and is on his way to England to visit his father, a wentthy London manufacturer.

develop that section of the country than brother, Mr. C. F. Adams; other relatives anything else possibly could do."

Brother, Mr. C. F. Adams; other relatives of the inventor, and the erew of the train.

At the throttle was Engineer Michael

Bernard J. Koppel of No. 363 Rell ave- | He finally quit this position and salled for nue, who is better known as Albert C. King, departed last Wednesday evening for America. He went into Canada and drifted into the United States and made his way to this father; a wealthy non-ufacturer in London, whose roof he quitted twenty-eight years ago, when 12 years old. On leaving home he made his way to this country and changed his name from Koppel to King in order that his father might not he able to locate him. Twelve years later he wrote to his father, who had given him up as dead. He and his father have corresponded regularly since that time, and Bernard has made one short visit to his old home. His father asked him to come and make his home with him, but Mr. Keppel, on leaving St. Louis, was undecided whether he would remain in England, partly on account of his wife, who is a native of St. Louis.

Koppel's father conducts a large boot and shoe factory and store in London. When the son left home his mother and only sister were dead. Bernard longed far more freedom than he was allowed under his father so left home his mother and only sister were dead. Bernard longed far more freedom than he was allowed under his father for it. He thought over the matter and came to the determination to leave home and make his own living.

He put his determination into practice and quietly departed from his father's care. He wanted money to spend as he desired without having to ask his father for it. He thought over the matter and came to the determination to leave home and make his own living.

He put his determination into practice and quietly departed from his father's home and found employment with a wine grower.

CHANGE IN PENDING BILL.

Subcommittee Wants Government

to Share Profits.

Washington, May 19.-The subcommittee in charge of World's Fair legislation met

this morning. After an extended meeting the form of the bill to be presented to the

the form of the but to be presented to the full committee Tuesday was agreed upon. The following was adopted as an amendment to section 2:
"Provided, That there shall be paid into the Treasury of the United States as large a proportionate amount of the aid given by the United States as shall be repoid to either the corporation or the city of St. Louis."

either the corporation of the city of St. Louis."

The question of the amount to be appropriated by the bill was not passed upon mally, as this point must be left for decision of the full committee. Representative Joy is confident that the amount will cand at \$5.00,000, as he has indicated to his associates that the promoters of the For will not accept any reduction of the amount, preferring to have the bill reported without recommendation with that amount to a favorable report with a less sum.

Mr. Cobb conferred with members of the subcommittee soon after their executive resiston, and explained to them that he objected to a provision which would make the Government a partner in the profits, when it does not assume responsibility for any loss. The committee will consider very carefully his suggestion at the final incetting

any loss. The committee will consider very carefully has suggestion at the final meeting. Tuesday, but at this time it seems proba-ble that the section will have to stand as indicated, General Steele explained to Mr. Cobb that he thought that a modification

Cobb that he thought that a modification would relieve the bill of any objection on the floor of the House, and that it would not in effect be any disadvantage to the promoters of the Fair. Of course, this and other minor points are subject to amendment in the House, and it is realized that the important consideration is to have the bill reported favorably for \$5.990.990 not have that Tuesday, in order that time may be had for getting it through both houses of Congress.

os nay for germs, of the special com-nities will reach Washington to-morrow, lovernor Francis will arrive in time for fuesday's hearing. When once the bill goes o the calendar it will depend mainly upon

whether such prompt consideration shall we given the measure as will render its pas-age at this session probable. The bill appears to have no positive ene-nica in the House, and if it can be forced a a vote in time there is little doubt that

it will pass that body. It is realized further, however, that the time is very short for completing action doon a measure

CIGAR-SHAPED TRAIN TESTED. Plan to Do Away With Resistance

of the Air Seems a Success.

Special Correspondence of The Sunday Republic.

Baltimore, Md., May 15.—A unique railroad train, designed to reduce to a minimum the atmospheric pressure which retards all moving bodies, was given a preliminary trial on the Baltimere and Ohio
Railroad, with most satisfactory results,
The train was built under the supervision
of Frederick U. Adams, who conserved the
plan and attended its first trial.

While this preliminary run was not designed to test the invention in every way,
enough was demonstrated to indicate that

nough was demonstrated to indicate that new epoch in train operation is dawning, in the construction of the cars lies the

is enough out of the ordinary to attract attention at first glance.

From a little distance it resembles a glant cigar. All the cars and the tender are covered with a weed and steel screen, extending in one piece from the roof to with a few inches of the ground convolucion.

n a few inches of the ground, completely

platforms; and leaving no open spaces any-where for the air to rush in. The screen tapers at either end much after the fashion

a cigar.
The route of the trial was from Canaden

Special Correspondence of The Sunday Re

of such importance.

per Henderson, who comes from a within the Louisiana Purchase, to say her such prompt consideration shall

REPUBLIC SPECIAL.

America. He went into Canada and drifted into the United States and made his way to the Rocky Mountains.

INDIA RELIEF APPEAL.

Proclamation Asking Aid Issued by

REPUBLIC SPECIAL.

Jefferson City, Mo., May 19.—Governor.

Stephens to-night issued the following proc-

Arkansas Man Killed.

Insolvent Bank Settlement.

lamation:

Governor Stephens.

FILING OF SUITS KEPT CLERKS BUSY.

For the June Term of Circuit Court 408 Cases of All Kinds Have Been Entered.

MANY ACTIONS FOR DAMAGES.

Transit Company Defendant in Five -Petitions for Divorce From These Whose Married Life Is Unhappy.

Emergency ...

White Sailors - ready to - with black or many

Leghorn Hats-large st worth the to see 500

Ready - to - Wear Hats for

Ludies' Ready-to-Wear Suits

500 Trimmed Hats-

Emergency Sale of

UNDERWEAR

Ludies' Ecru Vests-Riche-tien ribbed-low meck and sleeveless-plak blue and white ribbed at neck and arms-worth 12'se.

Ledies' White Union Suits

Ladies' Shaped Vests-lo

ly trimmed at neck and 80

Ladies' and Misses' Vests

Ladies' Richelien Ribbee

es in the lot-

and Dress Hats- in black, brown, mavy and caster—worth \$2.50. . 986

The cierks and attaches of the Circuit Clerk's office were kept busy vectralay rewiving and filling cults. Saturday being the her day for filling salis to be tried at the June term. Flity-three suits were filed yes terday, making 50 suits for the term, Fet the corresponding term last year the suits

Of the suits filed yesterday the following

were for dammages for all ned personal inories, or fer death of a selative John Egya began suit against the St Louis Transit Company for \$5,000 damages illeging that he was riding on one of a feedant's cars on the "South Sixth Street Line," April 17, 1966, and that the motorman operating the car assaulted bim, injuring him so that he has been unable to work or attend to his business affairs. He asks for His nose was broken, his left shoulder dislocated, and his left eve fulured, he alleges David Barrie sued the St. Louis Transit

Mary Whelan, while stopping from a ca at Washington and Jefferson avenues November II last, fell and broke her arm, she alleges. She wants \$500 damages from the St. Louis Transit Company.

Sophia Kostedt prayed for \$5,000 damage: against the St. Louis Transit Company for the death of her husband, John F. Rostedt, aused by injuries received April 5, 1989; i

Ellen Plynn nskel for titon damage from the St. Louis Transit Company for foliaties alleged to have been received while searding a car at Pendleton and Plane venues. Her arm was broken, she avers. Virginia L. Church reked for \$5,000 dam ger against the Misseuri Railread Com-ony for the death of her husband, John M., hureb, who died May 29, 1809, from In-

Petitions for Divorce.

Molle Beeker began suit for divor-ngainst Louis Rocker, charging failure to explore and that he threatened her. Showle for the curtods of their caid and an

brother, Mr. C. F. Adams; other relatives of the inventor, and the crew of the train. At the throttle was Engineer Michael Kirby.

Among other feats accomplished under circumstances not calculated to device speed were a ran of three and a half mines in two and a half minutes; eighteen miles were covered in sixteen minutes; the last ten miles of the trip to Washington were covered in eight intuntes. West from Washington the train took the grades, on which two engines are used, at thirty miles per hour three minutes faster than the best time made on this section by the fast train service.

The grades of seventy-feet to the mile-from Washington, Junction to Mount Afrywere taken with a sustained speed of thirty-dive miles per hour.

Mr. Adams believes his method of train construction will eventually be adopted throughout the country, the ordinary conches being readily altered to fallil the bleas of the new method. A series of format tests have been arranged, the course to be from Washington to Jersey City. The first will be a full test at a schedule speed of forty miles an hour. The second will be a speed test, the new train and one of the ordinary make, with enginest of similar weight and equal trains going the limit of their ability over the same track. The third will be as well a speed test, but histend of an ordinary engine, one of the great Royal Blue fivers will draw the train, and Mr. Adams fully expects the result is and Mr. Adams fully expects the result of the price of the speed test, that has never here equalled in the history of railreasis. After them trips the train will be made on the roads leading out of Chesgo.

INDIA RELIEF APPEAL. semport and that he threatened her. She sake for the custody of their child and she more.

Hortenee Wood began sult for divorce against obsidiah M. Wood, charging desertion. They were married June 21, 188, and as partated in January, 189.

Evaline Schulbe chatged nonsupert in her petition for a divorce from Checkes J. Schulbe. She asks for maintenance and the custody of their three children.

Nonsupport and desertion are the profinds upon which Nelie A. Howard node for a divorce from March A. Howard. They were married June H. 1892, and asparated March S. 1899.

Oliver H. P. Turnare alleged that his wife, Mary, deserted him, and asks for a divorce. They were married June 14, 1883.

W. Schweitzer sued Anna M. Schweitzer for divorce, cherging that she uccleared her however? He asks for the castody of their two children.

Desertion is charged by Clara Curtis in her suit for city or lifed against Andrew Cartis, They were married June 26, 1885, and asparated October 19, 1890.

Robert E. Seatt charged that his wife, Catherine, departed him June 21, 1885, and wants a divorce. They were married March 11, 1801.

Miscellaneous Cases.

A felerally was were likely by January H.

Miscellaneous Cases.

Miscellaneous Coses.

A friendly soft was find by James II. Yere and others ngainst Augustus P. Yere and others to obtain leave of court to make impreventure on property belonging to the Yere estate.

Humphrey Fullerion, executor of the estate of Joseph S. Fullerion, sued Gerhard H. Timmerman and Alice Wohler for \$100 damages, alleging Jefer, huits erected a smokestack in the rear of the Fullerton building and that the wind blew the smake into the halding.

Caroline Hoffman, executrix of the estate of Schastian Hoffman, filed suff against Harry S. Hoffman, asking for an accounting of seventy-one shares of stock in the Heller & Hoffman Chair Company, to which the plaintiff aleges she is entitled. The stock was purchased by Schustian Hoffman for 55,500 and the certificate issued in the name of Harry S. Hoffman to be held by him in trust, it is alleged.

The other cases were ejectment proceedings, suits on notes, rechanics' lien suits and actions growing out of other business controversics. lamation:

"To the Generous and Charitable Citizens of Missouri: Daily we read of hisager, starvation and death among the unfortunate people of India. Every time the clock strikes it tells the death knell of at least 500 victims. Already millions have passed away on account of want of bread Drought has pierced their country from seg to hids, and famine is suffered in every home and hovel. Where once were fields of waving wheat and plantations of growing cotton, now are vast expunses of barren and parched plains.

"Many countries have already responded to the appeals of these starving people, and

now me vast spannes of barren and parched plains.

"Many countries have already responded to the appeals of these starving people, and America, always in the front to aid stricken humanity, has promptly dispatched to India's relief large sums of money and a ship loaded with grain. This, however, will not relieve these millions from their hunger, and I appeal to all Missourians in the name of suffering humanity to assist quickly your sister States in the collection of funds for this landable mission.

"We have been biessed with the abundant production of all sorts of cereals and fraits, and together with our varied and inexhaustible resources, we have cause to be happy, and should extend a helping hand to those who are less fortimate, and are suffering from hunger which, unless relieved, can only end in death.

"The Reverend William J. Pyle of the M. E. Church of St. Louis has been appointed commissioner by the Reverend G. L. Hasford, Western mannager, to visit various localities in the State to organize associations to make collections, and I am authorized to request that all moneys should he sent and all drafts or money orders made payable to Mr. George A. Baker, treasurer the India Famine Relief Fund, in care of the Continental National Bank, St. Louis, Mo.

"Your contribution to-day may save thousands of lives to-morrow. The people of India are not to blame. They cannot help themselves.

"Governor of Missouri." Sedalin's New Shor Factory.

REPUBLIC SPECIAL.

Sedalia, Mo., May 19.—Sedalia secured another shoe factory to-day by raising Sideou to provide a working capital for the proposed Loeffler manufactory. St. Charles, Hannibal and Jefferson City were competing cities. The company was organized with Frank Loeffler president and general manager and Fred Gaenther secretary and reasurer. The factory will be ready for operation on July 1 and will give employment to seventy-five skilled operators.

Terms Encampments.

REPURALC SPECIAL.

Austin, Tex., May 18.—From present indications there is more likelihood of there being brigade of regimental encampments held this year than a general encampment of all the State troops. The brigade or regimental encampments are favored for several peasons. They would be easier on the railreads, and the expense of entertaining the encampments would be much less on the cities. the cities.

Severe Storm in Texas.

Severe Storm in Texas.

REPUBLIC SPECIAL.

Belton, Tex., May 18.—A severe thunder, rain and hall storm took place here last night. All crops are damaged and many blown down. J. D. McMahon's reridence was struck by lightains and basiy damaged. Five of the family were prostrated with shock. The electric light station machinery was hadily wrecked, and the dity is in darkness. It was the worst electrical storm for years.

Expects to Avoid Trouble.

Pine Bluff, Ark., May 19.—A. N. Johnson, an employe of the Gates Lumber Company at Wilmar, Ark., was killed yesterday by a piece of heavy machinery falling on him, He was a member of the Woodmen of the World and leaves a family. REPUBLIC SPICIAL

Austin, Tex., May 19—Attorney General
Smith was in receipt of a telegram to-day
from John D. Johnson, aftorney for the
Waters-Pierce Oil Company, stating that
that concern expects to have its affairs satisfactorily arranged in this State by June 1,
so as to be in a position to avoid coming
in conflict with the anti-trust law. of a cigar.

The route of the trial was from Cansden Station over the Metropolitan Branch to Washington; thence westward to Washington Junction; thence over the main lise to Relay, and back to Camden Station on board were the inventor, Mr. Adams; his

MILLINERY. Colored Malines - 27 Samples of Imported Flowers

\$12.50, \$15 and \$16.50 VALUES.

Choice of a grand gathering of fashionable spring suits—single and dou-ble breasted—in nobby striped and checked worsteds, plaid cheviots, Scotch mixtures, black thibets and illuminated clays—all sizes, 34 to 50 inch chest measure-an offer that demands YOUR immediate attention . . .

Four-Ply Collars.

Negligee Shirts.



Boys'Clothing

FRENCH AUTOMOBILE NOVELTIES—AN AERIAL MACHINE—

MOTOR CONSTRUCTION IN COLLEGE STUDY.

The French are notably in the lead in I flimsy affair, liable to pitch off the rollers ; instruction in motor mechanism even in the cention recently brought out by one M.

A model of M. Eumont's invention is on of which seems to demonstrate that a practical affair, designed for suc-

is new motor car before the public, the according to the French papers, Parishmentomobilists are regretting that they dismake the serial car the grand feature grounds of the Exposition. By doing this they taink that even the Ferris wheel would have been surpassed.

As will be seen from the governmenting itostrations, the Dumont serial auto con-puts of a cigar-shated car of a sufficient ngth to rest on three supports of clars, so that when in motion its center gravity is always between two support points. The car is thirty-six yards long, fred passengers. The car carries its own motor, which may be steam, petroleum or electric, preferably the latter, owing to its operiority in point of cleanliness and noise

One of the Blustrations represents the new car as it would aspear in the streets of Paris on the Boulevard des Capucines and passing the Opers. It will be noticed that the inventor has designed the pillars some-what after the shape of huge candelabra, which is part of his idea to render the proation to the city instead of an eyesore The cars run about eighteen feet above the

little in the rectilineal direction. In the same manner the horizontal rollers in the pillars are multiplied to keep the car safely

At first sight the aerial auto scems a

in its proper course.

manufacture and use of automobiles, at any time, but closer examination re-the Exposition bids fair to bring to veals the perfect poise of the ear, and the many new and remarkable kinds power of the rollers to keep it in a straight

track, so that there is no more danger of a "spill" than in an ordinary train crossing a treath bridge. Of course, the novel construction of this new means of transportias tracking of the summer season, a system of automobile stations, etc. I consider the summer season, a system of automobile stations, but seription may be charged or supplied with truction of this new means of transports, the hovel contion is inclined to call forth skepticism, but
to the French it is entirely feasible. In
his model the inventor has demonstrated
beyond question the speci and safety with
which the long, narrow cars slip along the

Among the resorts rejected are Sea Bright. unique bridgeway. He has even gone so far as to represent how safely his system works across chasms and rivers. So see quite successful financially.



over such obstacles that passengers, it is claimed, would not be able to notice the officer and an operator, were used by the apparent danger until it had passed, high as thirty miles per hour. Stations are ghteen feet above the columns are about with the street below by means of spiral



steel rollers-one horizontal, while ventor contemplates constructing, in 1991, a trial line in the town of Clermont, France, where he will also form a company for as a support and for propellid steering. As soon as it touches a pliker the rollers begin to turn, thus propeiling and steering the car at the same (ime, and manufacturing the materials for rallways, is well as cars Motor Vehicle Construction as a Colas soon as the engineer cuts out the circuit the rollers cease to revolve and the car comes to a standstill. The car can also be backed at will. lege Study. he backed at will.

In case of a curve the vertical rollers are
multiplied by adding two or three in such
a manner as to deviate the car little by

Recognizing the important part the apomobile is to play in mechanical science Columbia University has just established a department of motor vehicle construction

German military authorities for the first time in connection with the recent annual maneuvers, and the results were highly gratifying to the Kalser and his generals. The use of the vehicles enabled even elderly staff officers to cover an immense amount

In Spain, where railroad communication has not been brought up to the high standard existing in other European countries, there is an excellent opening for the sale of motor cars of different types. Some of the provinces are almost destitute of railroad service, and the more progressive of the officials are trying to interest capitalists in the establishment of regular lines of automobiles for the carrying of both passengers and freight.

of automobiles for the carrying of both passengers and freight.

An energetic American has premoted an automobile exhibition, to take place shortly in the City of Maximum and suite of the control of th in the City of Mexico, and quite a number in the City of Mexico, and quite a number of American manufacturers have shipped motor vehicles there. A French newspaper, in commenting on this fact, says that white the greatest development of the automobils has been in France, the Americans are in a fair way of entirely outstripping the French manufacturers in Supplying the demand for the vehicles.

Exhibitors in the Automobile Department of the Paris Exposition will be allowed to

Columbia University has just established a department of motor vehicle construction in the School of Mines. This suggests the thought, says the Motor Age, that the universality likely before long to exist in motor locomotion in everyday life may so far influence education as to demand elementary.

Exhibition in Exposition will be allowed to earry passengers to and fro between the railroad stations, steambout landings and the place of exhibition. A maximum fare of 40 cents will be charged, a portion of which will go to the Automobile Club de France education as to demand elementary

a purpose which will serve to aggrandize us, increase our commerce and do more to